

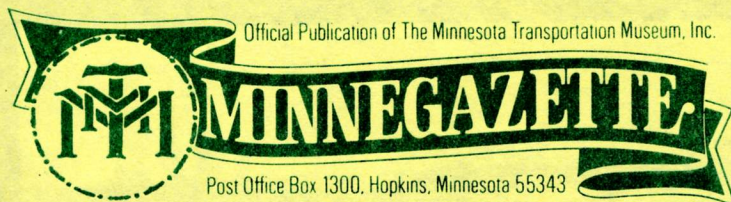


Official Publication of The Minnesota Transportation Museum, Inc.



MINNEGAZETTE

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ALL COMMUNICATIONS SHOULD BE ADDRESSED TO THE EDITOR,
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MARCH - APRIL 1974

THE ANNUAL MEETING - A Synopsis!

The auditorium of the stately Northwestern National Life Insurance Building at the foot of the Nicollet Mall in Mpls. was the scene for the Minnesota Transportation Museum's Annual Meeting and election of Officers for '74; this was held on Tuesday, Jan. 15th. The well attended session saw a complete rundown on the affairs of MTM throughout 1973. Each museum officer gave an individual annual report on his particular area of interest. Following a summary of the successful Museum year just concluded by outgoing President John Stein, our annual election of new officers was held. Elected for the coming year were;

President - George Isaacs
Executive Vice President - John Larkin
Secretary - David Norman
Treasurer - Robert Macnie
Vice Pres.-Operations - Scott Heiderich
Vice Pres.-Public Relations - Paul Joyce
Vice Pres.-Publications - Norm Podas
Vice Pres.-Traffic - Frank Sandberg

Also - reappointed to 1 year terms were;

MTM Counsel - Byron Olsen, MTM Master Mechanic - Robt Renz and MTM Membership Secretary - David Norman

Additional business involved the election of the museums new nominating committee consisting of Russ Olson, Bob Schumacher and Loren Martin.

As a special feature program of the evening, members were treated to a premier showing of the new 30 minute Burlington Northern film "Portrait of a Railroad". All who viewed it acclaimed the film. Outstanding, magnificent, splendid photography, a terrific job - just a few of the accolades. Meeting adjourned - the work for '74 begins!

THE COMO-HARRIET LINE AND OTHER PROJECTS - A progress 1973, and Planning 1974 Report! -by Scott Heiderich MTM VP Operations

As in previous years, this report again is fully dedicated to those of you who by your dedicated help, both physical and financial, have made significant contributions to the Lake Harriet restoration and the various other projects undertaken by MTM. In 1973 we

- Installed the siding at the Linden Hills car barn
- Erected spans and trolley wire over the entire C-H line
- Constructed a new temporary storage shed
- Built and installed the power supply and brought in NSP
- Moved #100 - #265 - #78 - and much equipment to Como Shops
- Began the restoration of #100 and #265, and
- Received a donation from the SOO LINE of a powerful & needed speeder car. All of this was accomplished by members who provided over 2800 man hours of work, and the expenditure of more than \$10,000 donated by members, foundations, and obtained from operating revenues. Also, we

received valuable aid in the form of heavy equipment loans from Mssrs. Larkin, Snyder, and Kenz - which saved MTM considerable cash outlay.

During 1974 we plan to accomplish the following;

1. Extend track and overhead from Berry Bridge (present Northern C-H Terminus) around the curve, subject, of course to Park Board approval - that is, 300 feet of track.
2. Dress up the C-H Line to include track, loading area, and overhead where needed. Possibly to include a power-tamp and level of the entire line.
3. Paint the Minnehaha Depot.
4. Insert one switch, north of the 42nd St. underpass platform, and begin the passing siding. (Eventually 500' in length)
5. Continue restoration of #1300 (paint, replace rotted wood, new roof) -also continue restoration of #265 and #100.
6. Continue stock-piling (at the C-H site) those track and overhead materials needed for final C-H line expansion.
7. Upon completion of the 1974 operating season, remove the trucks from #1300 and have new wheels installed - the trucks and motors to be reconditioned as necessary.

It should be noted that we now have excellent trackage for effective operation of #1300, and several of the above projects do not include completion of the project in 1974. Also, all items can be accomplished without interrupting operations of #1300 (with the exception of the 42nd St. switch insertion). This program will require the expenditure of approximately \$9000. Are we up to this challenge in 1974? It will require the same dedication that was necessary in 1973. Let's do it!

THOUGHTS ON OUR FUTURE - by John Stein

During the past five years we have seen great change within the Minnesota Transportation Museum. We have transformed from a "fan club" of less than fifty members looking for a place to store relics from the past into an active, viable interpretive museum. MTM has grown and has matured. Our membership has quadrupled since the time we first approached the Minneapolis Parks and Recreation Dept. about a unique idea to restore and reopen a streetcar line along the shore of Lake Harriet. Since that time, we have gained public endearment, and because of the warm acceptance of our half a mile of track and single streetcar, we have been encouraged to restore still another standard car (DST #265) and to project track extensions toward Lake Calhoun.

We are also now at the point where we are ready to consider plans for our next major expansion. With the equipment that we are presently both restoring and storing, we are about ready for an additional site. Over the coming year we will be making every effort to locate that new additional site suitable to our needs, so that we will finally become the fully interpretive transportation museum which originally we set out to create.

The long range MTM plan calls for the operation of several sites, as needed, where each mode of transportation may function in its own authentic environment. The fact that we disposed of the Koppers Coke engine does not imply that we do not plan to have steam in the future. On the contrary, the #353 was transferred to a sister Museum at a time when it was deteriorating rapidly and we had neither facilities nor resources to restore it. The Rollag Minn. museum group could and would - and did. Thus, the preservation effort was accomplished and that was what is important. However, we too, will have steam in our future.

Your Board of Directors now have some excellent ideas for such a possible future site use by the MTM. This will be evaluated. With good fortune and the usual hard work of MTMer's - we'll hopefully soon have an additional home for our future expansion. I'm confident that we now have among our ranks all the talent needed to begin such a project, and that additional people will join us as we progress and our collection of artifacts grows.

John Stein - MTM Director

NEXT GENERAL MEMBERSHIP MEETING

Notice is hereby given of our next general membership meeting;

Date; Tuesday, March 12

Time; 8 p.m.

Place; Graco Training Center, 1145 Sibley St. N.E., Mpls., Minn.

This is the first street east of the Mississippi river between Plymouth and Broadway.

This event will be our first regular meeting of the new year and an informative program is planned; including "Railroad Vignettes" a unique slide presentation by photographer Jos. Elliot. Members and their guests are invited. See you on the 12th.

COMO-HARRIET TO RESUME MAY 19TH FOR THE '74 EXPANDED SEASON

MTM Traffic VP Frank Sandberg has announced that the Como Harriet carline will resume regularly scheduled operations on Sunday, May 19th this year - in advance of our customary memorial day opening. In addition, an expanded schedule of operations is planned. The new schedule will continue until Labor Day (Sept. 2nd) on the following basis;

Wednesday - 6:30 p.m. 'til dusk

Friday - 6:30 p.m. 'til dusk

Saturday - 3:30 p.m. 'til dusk

Sundays & -12:30 p.m. 'til dusk

Holidays

After Labor Day C-H operations will continue until Sunday, Oct. 6th on Saturdays and Sundays only. The Minnehaha Depot will open this spring on Monday, May 27th (Memorial Day) through Labor Day (Sept. 2nd) Hours will be Sundays and Holidays 1 p.m. to 4:30 p.m.

PROBLEMS AT COMO

Again, because of the indifferent action of a few MTM members, we are forced to harp on an old and unpleasant subject. We must remind members that access to Como Shops is RESTRICTED. MTM wishes that visitors should first obtain permission from Operations Chief Scott Heiderich or MTM Master Mechanic Bob Renz. Authorized members are then further limited only to that specific portion of Como Shops set aside for MTM operations. Several complaints about MTM members not adhering to this firm rule have been received. Such irresponsible action on the part of any member seriously jeopardizes our continued good relations at this fine site and cannot be permitted. We sincerely hope that a repeat caution in this matter will not be needed.

'74 DIRECTORY ISSUED

Enclosed with this mailing of your 'Gazette is the 1974 MTM Membership Directory - issued annually as a service to the membership. Dave Norman, membership secretary, mentions that should any member find his/her name missing from the list, he should contact Dave immediately. The directory was compiled in February - any member behind in dues payment at that time was dropped from the roster. In line with keeping our records current Dave also urges that members notify him of any change in their address and/or phone number. (Dave Norman, 3007 E. 24th St. Mpls., Minn. 55406)

MTM POTPOURRI

Just a few of the things/items coming in '74 which are of general interest to our membership.

Color Postcards: At long last MTM is preparing to issue souvenir color postcards of the Como-Harriet Streetcar Line. These will be available on the car commencing in May.

Wildwood-White Bear Brochure: Coming - an authentic reprint of the 1920's era Wildwood Park, White Bear, Stillwater line 2 color publicity brochure. This unique piece will augment our already famous Minnetonka reprint and will also be available on the car this summer.

'74 "Ride the Trolley" Flyer'

... will be prepared and widely distributed. Members will also receive a copy along with our next issue. (Please spread these around!)

Special MTM Print: Copies of the limited special edition print for framing - which was highlighted in our November-December issue, are still available to members at \$5.00 each. This watercolor scene of a TCRT standard on Washington Avenue near the viaduct circa 1934 by the celebrated artist Cameron Booth have a current value of \$10.00. Copies may be obtained from MTM Secretary David Norman, 3007 E. 24th Street Mpls., Minn. 55406.

PROJECT #265 RESTORATION APPEAL

Again, enclosed with this issue is a copy of our project #265 restoration appeals flyer. We'll keep them coming if you'll just do your part in helping to get the word out. Give the flyer to an interested friend, post it on the bulletin board at work. Let's get #265 (the Woodland) on the track at Harriet. The work has started but we need money!! Please help!!!

OUR FRONT COVER STORY

Like a scene from a ballad of the High Iron MTM Master Mechanic Bob Renz is shown at the throttle (ie; controller) of Dan Patch/MA & CR #100 in the yards at Como-Shops. Candidly snapped while performing switching duties at the MTM shop the illusionary photo could well be mistaken for one taken at speed, out on the main line with the rails streaking by. Thanks to brother Renz the #100 is now back in operation in its 61st year!



Left: At Como Jim Daly Jettison fragments of 265's former Domestic linoleum flooring-only non-prototype addition acquired during the cars long sojourn as a summer cabin.

Below: Messrs Cordes Sandberg and Sandberg Jr. perform spic and span duty aboard TCRT/DST 265. The clean-up is on!



Right: View of snowbound ex-De-Moines, Brill Trolley Bus #239-an MM property and last surviving example of its type in the United States. 239 will soon be moved to our Como facility.

Above: MTM Associate Pat Joyce views the unusually well-preserved interior of the Trolley-Coach. The vehicle is fully representative of a type operated in Duluth, Mn. until the 1950's.





MINNESOTA STREETCAR MUSEUM

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August 2021

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